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THE REA LINEMAN

RURAL ELECTRIFICATION ADMINISTRATION

U. S. DEPARTMENT OF AGRICULTURE

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St. Louis, Mo.

NO. 2 for '45

CO-OP EMPLOYEE CRUSHED IN POLE ACCIDENT

A small line crew was engaged in unloading a carload of poles under supervision of the co-op manager. Stakes had been cut but failed to break. An employee rushed in for a last lick with an ax, despite the manager's warning shout, "Look Out!" The stake broke, allowing the poles to roll over the employee. Injuries were fatal.

The November "REA Lineman" carried a story about a helper on the same cooperative who was burned by climbing into a 3-shot cutout mounted between the phase wire and the neutral on a single phase line. The report stated that this man did not

heed the manager's warning, "Look Out!"

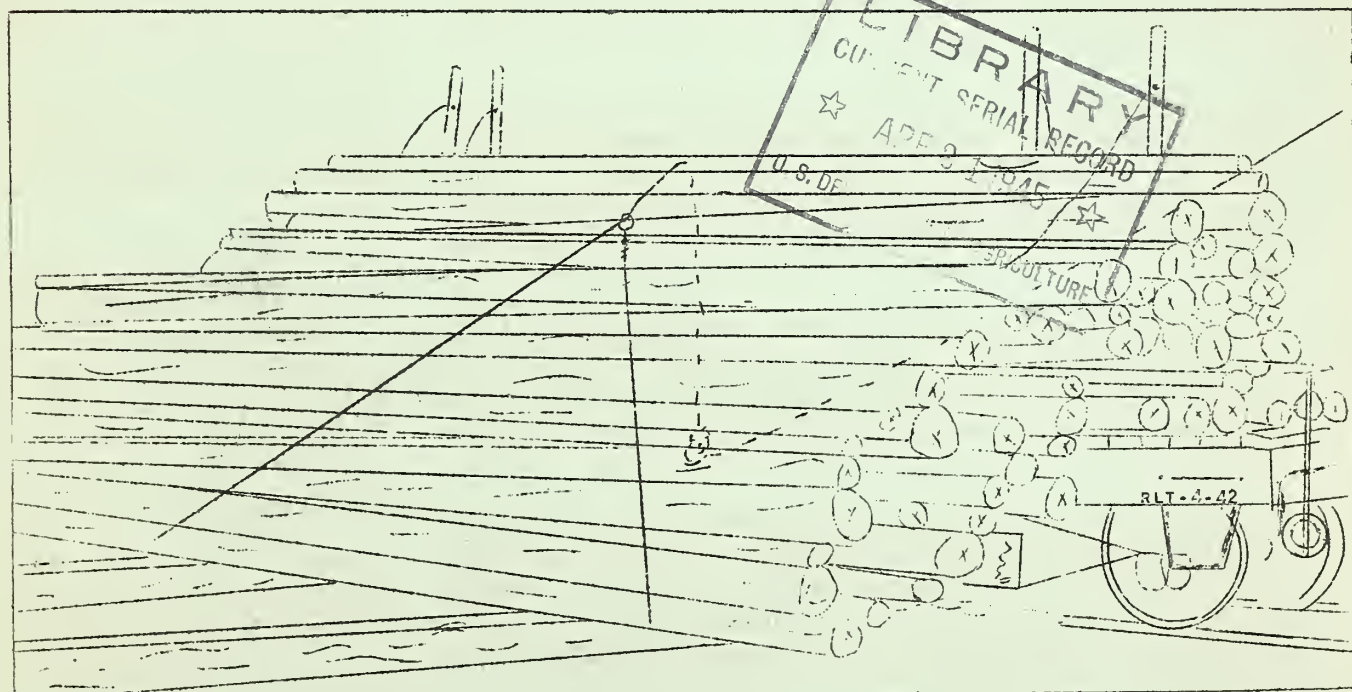
These two accidents must not be taken as a mark against a state that boasts a fine Safety and Job Training Program and instructors who can be proud of their low accident record. The cooperative was asked several times to enter the Safety and Job Training Program. It refused, arguing that it carried insurance and saw no reason why it should pay out money for the protection of its employees.

The co-op has had considerable trouble in obtaining its

manpower. Its difficulty reminds us of an era 20 or 25 years ago when linemen, an itinerant bunch of fellows, used to discuss the various "hot spots" over the country. A town here and a town there were known as bad places to work. These "hot spots" always had difficulty in obtaining men. Perhaps one reason for the difficulty was that safety programs were almost unknown then and linemen had to warn their fellow workmen of hazardous conditions.

The wise manager today needs no sales talk on the advantages of the Safety and Job Training Program.

STEEL CABLES PREVENT INJURIES



Published Monthly in the Interest of Safety
for Employees of REA Systems

David A. Fleming, Editor

ROUTINE JOBS ALSO HAZARDOUS

The January issue of "The REA Lineman" carried an article showing an improvement in the 1944 fatality record on REA cooperatives as compared to the 1943 record, which was -

1943 - 21 Fatalities

1944 - 11 Fatalities

For the month of January and the first week in February 1945, two fatalities have been reported; one the result of improper procedure in unloading poles from a railroad flat car, the other the result of an inexperienced man falling from a tree.

In the pole-unloading accident, necessary precautions for safety to the men and against pole breakage were not taken, although these precautions have been highly publicized for the past 25 years. Bulletins have been prepared and distributed by pole vendors and by most large utilities suggesting many safe procedures. All bring out one point - a load of poles must be secured and held in place by means of 5/8" steel cables or 1" ropes while the stakes are being cut.

Examination of the report of the tree accident indicates that the victim had not taken the precaution of using a rope or safety belt. He fell approximately 12 feet.

"The REA Lineman" often has pointed out the advisability of using tree ropes, or in some cases, ladders well lashed to the tree. Five serious accidents in the past six months preceded this fatality, three the result of using pole climbers in trees. Pole climbers are designed for use on poles, not trees.

Unloading poles from a flat car and trimming trees are jobs that nearly all cooperative line crews are called on to perform. Most any man on any cooperative realizes hazards involved in both jobs. Whether or not the necessary precautions are taken depends greatly on instructions issued by the foreman or other person in a supervisory capacity.

Many people are inclined to overlook ordinary occupational hazards because electric shock accounts for the majority of our serious accidents. Some take these routine jobs for granted, and carry them out in a very routine manner, without sufficient regard for hazards involved.

These points are covered in the Safety and Job Training Program. Every job performed by cooperative employees is analyzed, and a proper work procedure set up in lesson form, pointing out the safety features involved. We believe the travelling instructor helps us to keep safety-minded enough so that we are constantly on the alert for the best safe way to perform these jobs.

EVERY TRUCK NEEDS GOOD FIRST AID KIT

A cooperative recently asked us what the model first-aid kit on a line truck should contain. Here's our list:

- 1 4-inch bandage compress
- 1 2-inch bandage compress
- 2 1-inch adhesive compress
- 1 ammonia inhalants
- 1 burn preparation
- 1 triangular bandage
- 1 army tourniquet and forcep
- 1 absorbent gauze compress
- 1 iodine swab or applicator

Several good kits are on the market suitable in size for mounting in the cab of a truck with bolts or screws, and accessible to the workmen. In this location the kit is partially protected from theft. One manufacturer produces a good kit for line trucks at a price of \$4 to \$5. One kit is cylindrical in shape. Office and storeroom kits of a suitable size list from \$7.50 to \$15.

First-aid snake-bite kits may be added when there is exposure to poisonous snakes. These may be purchased in unit packages to fit the regular first-aid kits, or as individual kits. There is a pocket size convenient to carry while working away from the truck. A list of manufacturers will be furnished on request to this paper.

SLOW DOWN!

Ralph A. Moyer, Professor of Highway Engineering at Iowa State College, recommends the following for consideration: "If you can't start, it's a misfortune. If you can't stop, it's a calamity! You must see a hazard to avoid it. Reduce your speed and be prepared with practical precautions."

Drive with caution and care.

BE CAREFUL HANDLING EXPLOSIVES

We have just received a final report on the permanent disability of three men involved in a dynamite explosion about a year ago. Two of the men each lost one eye. The third man has barely sufficient sight to get around in his community.

This accident was the result of a misfire using fuse and caps. The charge was set with a fuse and caps and failed to go off. The men were attempting to remove the charge when the explosion occurred.

AROUND THE STATES WITH SAFETY AND JOB TRAINING

Alabama - Wm. L. DeVaughan resigned as Safety and Job Training Instructor to accept the position of manager of an Alabama cooperative.

Kentucky - Instructor Ehmsen has his new program well under way. Reports indicate it is being well received.

Illinois - Plans are in the mill to make REA four training films on an Illinois cooperative.

Iowa - Instructor Ehlers has set up plans for a meter school similar to the one held last year, with an advanced course for those who attended the first school.

Michigan - Larry Meyer, Michigan Instructor, has sent in two excellent job breakdown procedures. They are being circulated among all instructors.

Mississippi - Instructor Stovall plans a new program for 1945. Job procedures are being made up.

North Carolina - Instructor Roy Anderson has made his "get-acquainted" calls and plans a very extensive program for the coming year.

Texas - The Texas Safety and Job Training Program now includes the Lower Colorado River Authority. Ed Nauert directs the instructors' activities. Another instructor was recently added to the staff.

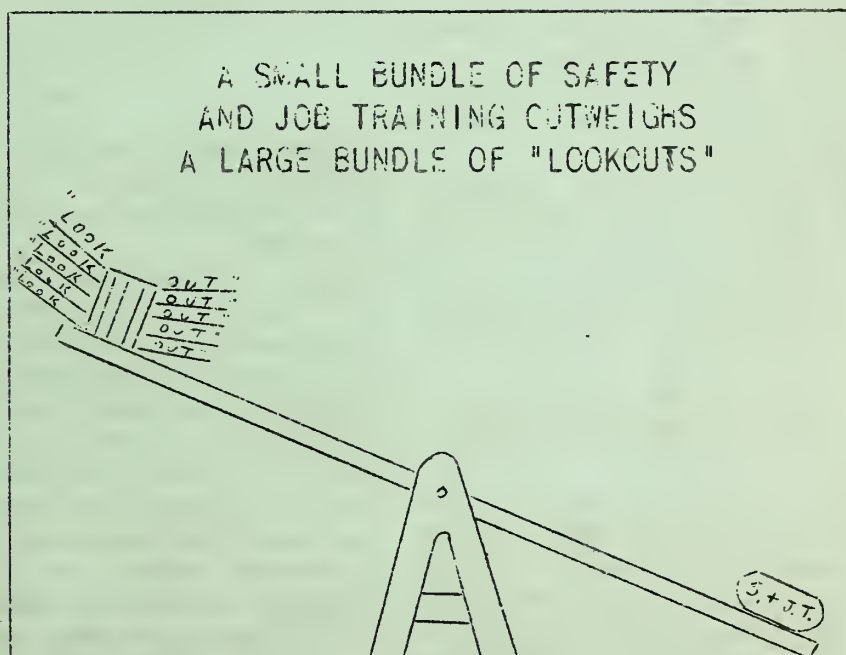
(Cont'd on page 4)

Twelve safety memorandums issued by utilities, and handbooks published by three prominent manufacturers of explosives, are unanimous in recommending electric blasting caps for blasting pole holes. Present day laws and war restrictions require a federal license to sell, transport, handle or use dynamite in any form. This license may be obtained in county court houses under the approval of the U. S. Department of the Interior.

Requirements for transporting dynamite specify separate compartments for dynamite and caps. Purchases should be held to 10 lb. or less for ordinary work. If a larger quantity is needed, a small magazine should be built out in the country to avoid hazards of overnight storing.

Leads of electric blasting caps should be no less than 6 ft. long. A minimum of 200 ft. of two-wire insulated conductor between the leads on the blasting caps and the detonator should be used. The wire should be strung at right angles to a hot line, with both ends twisted together when not in use. The extension wire should be attached first to the leads from the electric cap, then to the detonator. One man should be responsible for giving the firing orders.

Most manufacturers of dynamite have prepared a hand book on the safe handling of explosives. This may be obtained from your dealer. We recommend that anyone handling explosives obtain one of these handbooks and thoroughly acquaint himself with the precautions and procedures.



THINGS TO DO

1. Keep yourself in physical condition to do a day's work.

2. Wear clothes suited to the job.

3. Listen to the foreman's instructions and have them clearly in mind before starting work.

4. If you don't know how to do the job safely, ask your foreman.

5. Always use all safeguards provided.

6. Pile and unpile poles with care. Handling material is the greatest accident producer on this job.

7. Keep material out of walkways, particularly between truck and pole.

8. Warn men working above or below you.

9. When working with another man, be sure he knows what you are going to do before you drop a load or do anything which might injure him. Good team work promotes safety.

10. Have both hands free when going up or down ladders. See that ladders are firmly placed before using them. Lash the ladder at the top, if possible.

11. Report unsafe conditions to your foreman.

12. Get help for lifting heavy objects. Learn to lift the correct way.

13. Report all injuries promptly. Get immediate first aid.

14. Keep your mind on your job. Alertness prevents accidents.

LINEMEN IN THE SERVICE

REA linemen in the armed services may be interested in reading this paper. If you know of any, please send their addresses to "The REA Lineman", care of David A. Fleming, REA, St. Louis 2, Mo.

ANALYSIS OF FATAL ACCIDENTS to REA Co-op WORKERS IN 1944

- No. 1 - Inexperienced man climbed pole looking for radio interference. Contacted transformer bushing with bare hand. Burns on the hands.
- No. 2 - Cutting right-of-way. Misjudged direction of fall of tree. Caught underneath.
- No. 3 - Climbed pole to hook up new tap. Misunderstanding about a dead line. Burns on the hands.
- No. 4 - Attempting to install cutout and arrester on the primary crossarm of 3-phase line. Contacted phase. Burns on the hands.
- No. 5 - Secondary underbuild. Wire flipped into primary. Burns on the hands.
- No. 6 - Working 7,200-volt primary with rubber gloves. Elbow contacted primary.
- No. 7 - Stringing wire under 33,000. Wire flipped into hot phase. No burns.
- No. 8 - Hooks cut out. Lineman swung sideways into 110-volt secondary. Fell to the ground.
- No. 9 - Hooks cut out. Lineman fell to the ground.
- No. 10 - Attempting to install palnut on guy attachment 6" below dead end. Contacted phase. Burns on the hands.
- No. 11 - Climbed telephone service pole to straighten out service conflict. Pole broke. Lineman fell to the ground.

AROUND THE STATES

(Cont'd from page 3)

Oklahoma - Joe Billingsley, Oklahoma Instructor, has been very busy setting up complete Job Training Program. From material forwarded to us, we believe Oklahoma is well on the way to a splendid Job Training Program.

Virginia - Instructor Heath plans a Foremen's Conference for the middle of February. The program indicates a very interesting meeting is in prospect. The Virginia cooperatives lead the entire United States with a no-lost-time accident record for 1944.

Tennessee - We attended a recent Safety and Job Training meeting in Nashville. Hosts were W. A. Seeley, Tennessee State Supervisor of Trade and Industrial Training, and Instructor Alexander. Dr. D. W. Aiken, Mississippi State Teacher Trainer, was the conference leader. Job Training was discussed and plans formulated for a 1945 Mississippi and Tennessee program.

Wisconsin - No word from Wisconsin, except for copies of the minutes of the committee meetings. However, the absence of accident reports from Wisconsin indicates that the program is moving along under the able direction of Instructor Potthast.